

Mountaineer R/C Flying Club

AMA Charter #659



September 2002

Bob Rowe's SIG Suikoi

Club News

There really isn't a lot of news to report this month. Maybe good or bad depending on how you look at it. We didn't have a meeting in August so you won't see the meeting notes on the next page as usual.

There has been no news about our stolen mower and really wouldn't expect any unless we got some sort of miracle. I believe everyone has decided that we can probably make it through the year without buying another mower and maybe catch a deal at the end of the season. As far as I know, Denny, Bob Rowe and Bob Yates have been hauling mowers in and cutting the grass. Everyone make an effort to thank them when you see them.

While I'm on the subject of the field, everyone PLEASE make an effort to clean up after yourselves when you are done. We are constantly finding pop bottles, broken props, paper towels, etc., laying around.

We've had a number of new folks out learning to fly in

the last month. Nice to see new people coming out again. In case anyone is wondering, I put a buddy box and cord in the pin box after one Sunday a few weeks ago where we couldn't put anyone up for lack of equipment.

Barry

Club Events

Bob Yates reported to me that he attended the Vinton County Airshow a couple of weekends ago. As it turned out, the low ceilings canceled the full scale air show and Bob and Gary Mount who I mentioned in the last letter became the show. Bob flew his Fokker DR-1 and Extra 300 and Gary his helicopters and Giles. Bob said it was great time.

Bob also conveyed an invitation by Benny Mallory to our club for his annual fly-in on Saturday, September 28th. It is a nice event with a lot of great food. It is a chance to fly off a real runway if you haven't done it

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**Next Meeting - Sunday, September 29th
2:00 PM at the field.**

**September 28th - Fly-In at Mallory Airport
on Spring Hill Mountain**

Club Picnic - Saturday, October 26th

(Club Events continued....)

before. Even if you don't want to fly, the club could use your help keeping spectators clear of our planes while they are taking off and landing. I was there a couple of years ago and people were milling around all over the place. I'm planning on printing up some literature to hand out in an effort to pick up some new members. There are usually a fair number of private aircraft there as well, which might spark your next scale project. As an added bonus, you may get to see some full scale planes land at Mallory depending on the weather. Having landed there myself a few times in the Cherokee and Benny's rental Cessnas, it is always a thrill for the pilot and spectators. It is the only runway I have landed at that has a dog leg in it. *Note: If you are planning on flying, make sure you are confident in yourself and your plane. It is a very tight area to fly in. The runway is guarded by a cliff on one side and there are hangers on the other side, not to mention all the people.*

Our picnic is on the 26th of October. Please attend if you can. It is always a good time. As usual, the club will provide the dogs, drinks, etc. We need volunteers for salads, chili, chips, deserts, etc. I try and leave a food sign up sheet in the pin box or you can contact me with what you want to bring. Our picnics are usually a covered dish affair, but we need to coordinate a little better this time. We don't want a repeat of the last picnic. We could have fed a small country with all the food that was brought.

Product Reviews



When Great Planes started advertising for their new Power Plane I immediately put one on order. I had just finished shaping the leading edge of the Dazzler kit I was building

and was sure there had to be an easier way. It was on order for a while and once I got it I didn't have anything going I needed it for so it sat on the shelf.

Recently I've been working on a Telemaster and when it came time to shape the leading edge I grabbed the

plane to give it a try. I really thought by the shape of the cutter the wood would come off in strips. Wrong. It generates the finest, powdery dust you have ever seen. It works as advertised, but the mess is incredible! If you could plan to work outside with a steady wind it would be great. I've retired mine to the pile of almost good ideas in my shop. ✈

I'm always looking for tools to make the tedious tasks of this hobby a little faster and easier. A few months back, I put my Extra into a sap-



ling down by the railroad tracks. Didn't do a lot of damage other than tear up the leading edge of the wing a little and poke some holes in the covering. I knew I was going to need to make some small trim stripes of Monokote to repair the wing. I had been eyeing Top Flite's Smart Stripe tool for a while and it seemed like a good time to buy one.

When it came time to cut my stripes, I opened the box of the tool and found a bunch of parts. After briefly looking over the directions I came to the realization that just assembling the thing was a project in itself, not to mention figuring out how to use it. So I closed the box, tossed it in the corner and cut my stripes by hand.

On my Cherokee project later on, I needed to make a bunch of uniform thin stripes in order to duplicate the paint scheme of the full scale Cherokee I fly. I decided to force myself to assemble the Smart Stripe. Took about half an hour to assemble it and get it aligned. If you buy one of these tools, I would suggest reading the directions several times. If you don't follow the procedure for loading up the Monokote and the technique for applying pressure to the cutting blade, you will end up with a chopped up squiggly stripe. It is also best to cut all of each color you will be using at one time. It is a pain to load and unload the Monokote in the machine.

To sum it all up, this is a useful tool for cutting a lot of uniform stripes. However, if you just need a couple of stripes, it is much easier to do it by hand.

✈

My Co-Pilot

One of the latest toys I've had a chance to play with is FMA Direct's Co-Pilot flight stabilization system. I picked it up on chance at King R/C in King, NC. By the way, if you are heading south, King is just north of Winston-Salem and the hobby shop is about a 1/2 mile off the exit. It is an R/C enthusiast dream.

Anyway, back to the Co-Pilot. When I bought it, I really had no expectations of it working. I read through the manual a couple of times and was disturbed about the mounting instructions. I had plans on mounting it to my Telemaster or Avistar to test. The manual showed the installation for a high wing plane with the exterior sensor mounted to the top of the wing. No way was I going to sand the covering on top of a wing and attach the unit with Velcro. After a call to FMA, I was advised it could be mounted anywhere as long as it had a clear view 360 degrees and not looking at an engine or muffler. The sensor's 4 infrared eyes each see a 90 degree field of view. Landing gear, rudders and such should not cause it a problem. I chose to mount the sensor on my Avistar on the belly at about the CG location.



The theory of operation is fairly simple. The infrared eyes read the temperatures of the environment. The sky being colder and the ground being warmer. So if the eye to the front it seeing warmer temperatures then it will pitch the plane up so that it sees cooler temperatures. Same thing occurs if the plane is say in a left bank. The left eye will see warmer temperatures and issue a right aileron command. Naturally, all of this happens in a fraction of a second.

The first time out with the Co-Pilot, I had the sensitivity set very high. There is an adjustment pot on the onboard computer for sensitivity. If you have a spare receiver channel you can also activate it via a switch or if you want proportional adjustment of the sensitivity, you can use a channel controlled by a knob. One thing the manual only hints about is needing dual rates on your transmitter. Your transmitter must have dual rates for both el-

evator and ailerons. I took off with the Co-Pilot deactivated, got the plane trimmed as best as I could because of the windy conditions and then activated it. It was amazing. When flying manually, I was fighting the wind constantly correcting. With the Co-pilot activated it was doing it all for me flying straight and level. The turns felt a little funny at first because I was moving the sticks a little farther than normal to get the plane to turn and needed no elevator input since it was doing it for me. After I got comfortable with that, I tried a few maneuvers. The manual does warn you about trying inverted flight with the sensitivity set high. My first loop turned into some sort of bastard split S. The unit when set high will simply not allow the plane to be inverted. Axial rolls were also very ugly. I then tried to see if I could crash it. I put it into some spins and let go of the sticks. The Avistar immediately returned to level flight without any input on my part. Same thing happened when I put it in a steep dive.

The literature said it will land itself. Curious about that, I tried 3 landings with the Co-Pilot and 3 without. The 3 landings I tried on this windy day with the Co-Pilot off were more like arrivals than landings. The 3 with the Co-Pilot were very smooth. With it engaged I merely had to line up with the runway, cut the throttle and bump the rudder occasionally to keep it on track and it landed itself. With a tail dragger, you would probably have to give it some up elevator as it touched down as the Co-Pilot strives to keep the plane level.

Since the initial flights I've been setting the sensitivity lower and lower. Loops and rolls are possible, but inverted flight is a little difficult with it engaged. The really beautiful thing about it is that you can look away from the plane with it engaged and it will still be tracking the course you left it on when you look back. Engaging it for landings is also very nice. For an experienced pilot, it would make a great addition to a squirrely plane. You could turn it on and relax a second or keep you out of trouble. For beginners, this is a must have tool. I plan on trying it soon on my helicopter and can't wait for that.



Co-Pilot mounted to the belly of my Avistar

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Around the Field

Not much has been happening although we've been seeing a lot more planes in the pit. It is always a better time when there are a bunch of flyers at the field.

Haven't heard of many new building project people are working on. Bob Rowe, Bob Yates and myself decided to build Telemasters to try a little formation flying. Rowe's is finished with the exception of a quirks here and there. Yates reports that his is ready to start covering (only 1 week to build it!) and I'm lagging behind need a least a couple of more weeks. Rowe built his with an enormous elevator and rudder. He got in the maiden flight this past Sunday before the rain came.

Barry



Bob Rowe sporting his new Telemaster II 40 in patriotic colors powered by an OS-70 four stroke



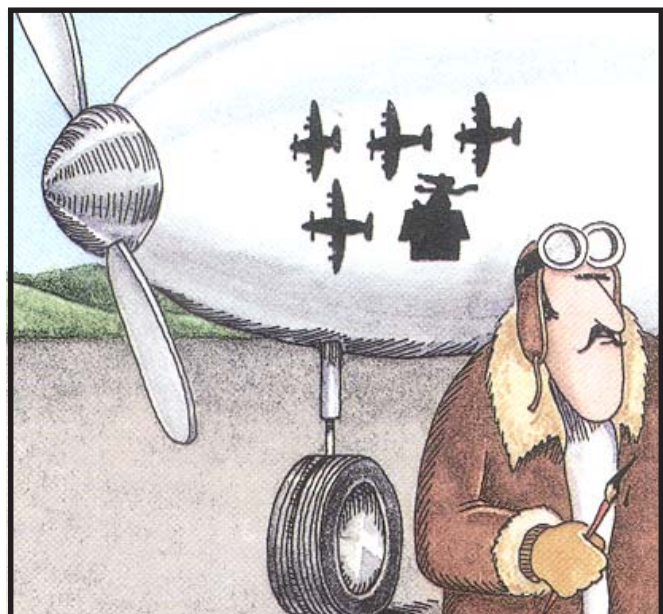
THE FOUNTAIN HOBBY CENTER

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Barry's new Hanger 9 electric Aspire sailplane



After 80 aerial victories, Germany's Manfred von Richthofen, better known as the Red Baron is shot down and killed by the combined efforts of a Canadian pilot and Australian ground machine-gunners. ✚